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## COMMONWEALTH of VIRGINIA

*Council on the Environment*

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OTHER: \_\_\_\_\_  
903 NINTH STREET OFFICE BUILDING  
RICHMOND 23219  
804-786-4500

December 18, 1981

Mr. Reginald W. Griffith  
Executive Director  
National Capital Planning Commission  
1325 G Street, NW  
Washington, D. C. 20576

Dear Mr. Griffith:

The Commonwealth of Virginia has completed its review of the Environmental Assessment for the Central Intelligence Agency's Master Development Site Plan. The Council on the Environment is responsible for coordinating the State's review of federal environmental documents and responding to appropriate federal officials on behalf of the Commonwealth. The following agencies participated in this review:

Commission of Outdoor Recreation  
Department of Health  
Department of Highways and Transportation  
State Water Control Board  
Virginia Research Center for Archaeology

For several reasons, the Commonwealth of Virginia recommends that deficiencies in the plans for the addition to the Central Intelligence Agency's facilities at Langley be corrected before the project is given final approval by the CIA and the General Services Administration. First, the analysis upon which the transportation discussions are predicated is deficient in that there is no basis for the assumption that base traffic on Routes 123, 193, and the George Washington Parkway will not increase over the next five years; the traffic data was collected in the atypical months of July and August; there is no reason to take seriously the claim that a transportation system management (TSM) program involving extensive ride-sharing will be implemented since the CIA has ignored Office of Management and Budget Circular #A-118 criteria for allocation of parking space to single-occupant vehicles. This means that the proposed expansion of CIA facilities at Langley will create intolerable traffic problems if accomplished without the improvements suggested below and in the attached Department of Highways and Transportation correspondence.

December 18, 1981

In regard to sewage, the existing pump station will be unable to accommodate peak flow when the largest pump is inoperative. This matter should be remedied.

The project area has high potential for archaeological findings, both historic and prehistoric. Thus archaeological surveys will be required on land to be subjected to ground disturbances. A list of contract archaeologists is attached; the survey report made by the chosen archaeologist should be sent to the Virginia Research Center for Archaeology for approval before ground disturbance takes place.

We recommend that the proposed development not take place unless the following improvements are made in conjunction with it:

"Reconstruct southbound Route 123 generally between northbound Route 193 and Merchants Lane and provide overpasses at northbound Route 193 and at the main CIA entrance and exit, and reconstruct the entrance from southbound Route 193, all of which should permit a smooth flow of traffic to and from the CIA complex.

"Widen the existing eastbound ramp from northbound Route 193 to southbound Route 123 to provide two-way operation and separate left turns at intersections. In conjunction with this, a northbound left turn lane should be added on Route 123 at the Potomac School Road intersection. This should divert significant traffic from the main CIA entrance, as well as accommodate vehicles presently making U-turns at this location.

"Provide a left turn lane on northbound Route 193 at the FHWA entrance to further divert traffic from the main CIA entrance".

Comments from the State Water Control Board will be available in a few days.

Thank you for the opportunity to review this document.

Sincerely,



J. B. Jackson, Jr.

JBjr:CHE:gcj

Enclosures

cc: The Honorable Maurice B. Rowe, Secretary of Commerce and Resources  
Mr. K. E. Wilkinson, Department of Highways and Transportation  
Dr. Robert B. Stroube, Department of Health  
Mr. E. Randolph Turner, Virginia Research Center for Archaeology  
Mr. Brian D. Harrison, State Water Control Board

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# COMMONWEALTH of VIRGINIA

## DEPARTMENT OF HIGHWAYS & TRANSPORTATION

1221 EAST BROAD STREET

RICHMOND, 23219

December 15, 1981

JOHN F. BUSSEY, III  
DEPUTY COMMISSIONER & CHIEF ENGINEER  
J. T. WARREN  
DIRECTOR OF ADMINISTRATION  
J. M. WRAY, JR.  
DIRECTOR OF OPERATIONS  
W. L. BRITTLE, JR.  
DIRECTOR OF ENGINEERING  
OSCAR K. MABRY  
DIRECTOR OF PLANNING  
H. W. WORRALL  
DIRECTOR OF FINANCIAL AFFAIRS

IN REPLY PLEASE REFER TO

CIA Master Development Plan  
Environmental Assessment  
National Capital Planning Commission

Mr. Charles Ellis  
EIS Coordinator  
Council on the Environment  
Ninth Street Office Building  
Richmond, Virginia 23219

Dear Mr. Ellis:

Thank you for the opportunity to review the above cited project. Listed below are a number of concerns we have for the proposed project and the environmental document which we feel must be addressed and resolved prior to approval by the Council on the Environment.

1. Staggered work hours do not appear to be effectively implemented by the CIA at this time.
2. The assumption that there will be no increase in base traffic on Route 123, Route 193 and the GW Parkway over the next five years doesn't seem to be realistic. The review of historic traffic data for the area reflects that there has been a reduction of up to 15% of the daily traffic flow on Route 123 in this area since 1976. This would lead to a higher percentage reduction during peak hours. Further investigation of this reduction shows that this traffic is being diverted to routes such as 309 through Fairfax and Arlington Counties as a result of either National Park Service or DC DOT construction projects. The maintenance replacement bridge work on the GW Parkway and Chain Bridge has substantially impacted current traffic on Route 123. It is our belief that this traffic will return to its previous routing once this construction work is completed. Therefore, the assumption of no growth in base traffic substantially renders this Master Plan EIS deficient.
3. The five-year forecast period for this project doesn't seem to be realistic since the implementation of this expansion does not appear at any level in the National Capital Region Federal Capital Improvements Program. This is another point which would render this impact document highly deficient.

4. The distribution of trips to the GW gate as presented in this document is substantially different from that shown by counts taken in the month of January for the GW Parkway. It is our understanding that the relationship between the existing distribution of traffic between gates and the use of zip codes for gate distribution has not been verified for the base year. Each of these reasons, differential traffic data and unsupported distribution procedures, would again render this document and analysis deficient.
5. The per lane capacity used in this traffic analysis doesn't seem to be consistent with the facilities to which it is related. One lane of a two-lane facility does not normally carry more traffic than one-lane of a multi-lane facility. We do not believe that the parkway functions at the level of a freeway, although we do agree that it is an access controlled facility. It is believed that this is another element that would make this analysis somewhat questionable.
6. It is noted that traffic data was collected for this analysis in the months of July and August, which do not represent typical commuter patterns.
7. It must be pointed out that circular #A-118 from the Executive Office of the President, Office of Management and Budget, which is more than 24 months old, sets forth criteria for the number of spaces which should be allocated to single occupancy vehicles. It is quite obvious that the CIA at Langley and three of the four other Virginia sites has chosen to ignore the direction set forth in the circular. Therefore, this Agency would have no reason to take seriously any indication that an extensive ridesharing program is to be implemented.
8. It is also noted that the mode split to transit, except for the one CIA office located near the Metro Station, is substantially lower than work trips to other employers similarly located in the region.

Route 123 has been recognized by the Virginia Department of Highways and Transportation for a number of years as a facility which has substantial congestion problems during peak commuter hours. The recent construction on corridor facilities by the Park Service and DC DOT has temporarily improved the congestion problem near Langley. However, as previously indicated, we believe the congestion problem will again surface and that the implementation of one million additional square feet of office space at this intersection can only aggravate and accelerate future problems at this location. We can only reach a conclusion that the implementation of this Master Plan will substantially impact VDH&T's facilities in this area and that the document developed for CIA is substantially incomplete in addressing realistic traffic patterns for this area.

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In order to overcome traffic problems created by the CIA expansion, the following roadway improvements are needed:

- Reconstruct southbound Route 123 generally between northbound Route 193 and Merchants Lane and provide overpasses at northbound Route 193 and at the main CIA entrance and exit, and reconstruct the entrance from southbound Route 193, all of which should permit a smooth flow of traffic to and from the CIA complex.

- Widen the existing eastbound ramp from northbound Route 193 to southbound Route 123 to provide two-way operation and separate left turns at intersections. In conjunction with this, a northbound left turn lane should be added on Route 123 at the Potomac School Road intersection. This should divert significant traffic from the main CIA entrance, as well as accommodate vehicles presently making U-turns at this location.

- Provide a left turn lane on northbound Route 193 at the FHWA entrance to further divert traffic from the main CIA entrance.

A schematic drawing is provided to better describe the above recommendations. A sketch plan cost for this improvement is approximately \$2 million. The Department looks to the federal government for a package proposal for the implementation of this Master Plan, which includes the transportation improvements concurrent with the addition of this one million square feet of office space. Without the transportation improvements, the Department must suggest that any additional development at this location be denied.

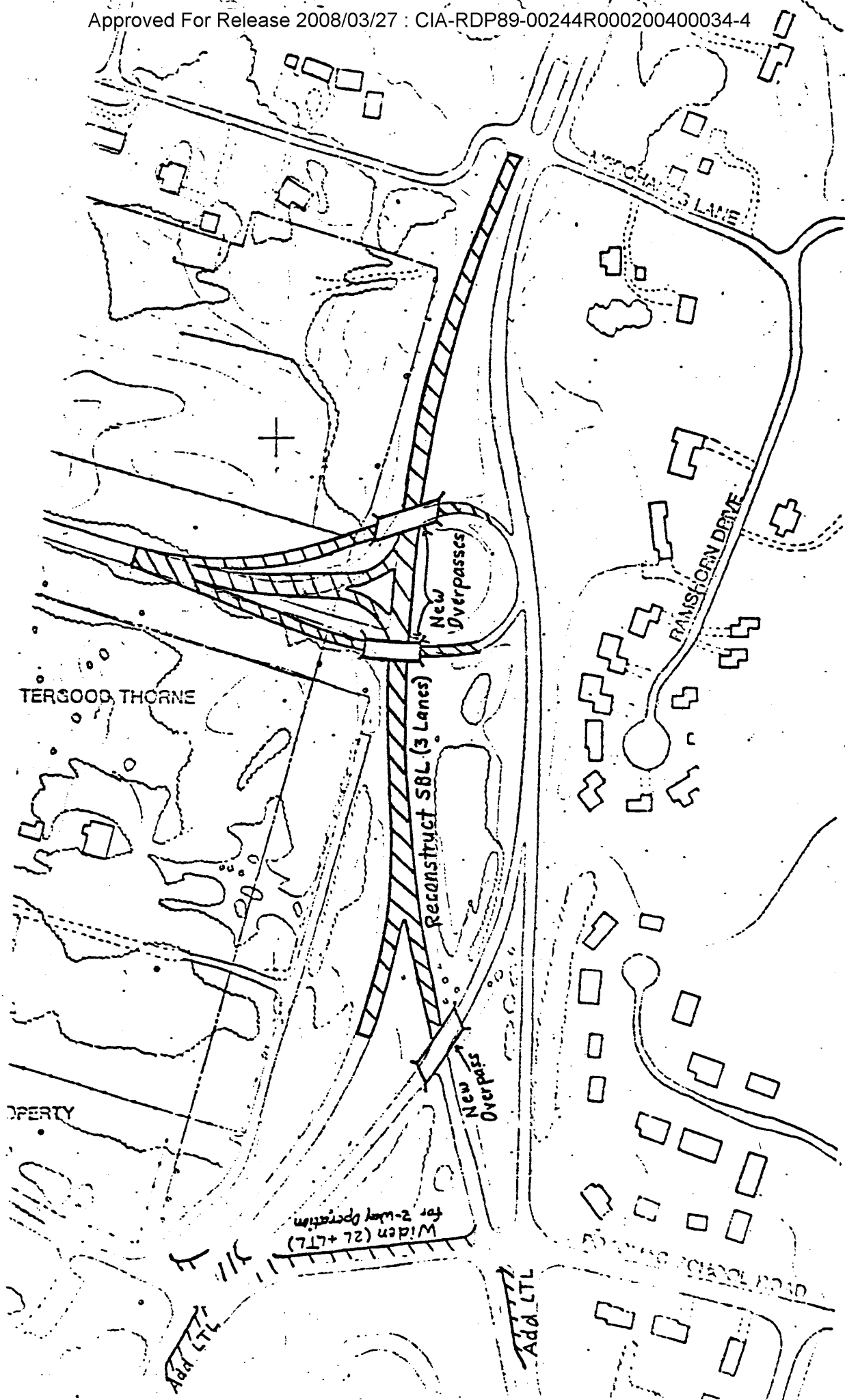
If you have any questions about these comments, please let us know.

Sincerely,



R. L. Hundley  
Environmental Engineer

Enclosures



- A) Please review the document carefully. If the proposal has been reviewed earlier (e.g., if the current document is a FINAL EIS), please consider previous comments.
- B) Prepare your agency's comments in a form which would be acceptable for responding directly to a project sponsoring agency.
- C) Use the space below for your comments. If additional space is needed, please attach extra sheets.

Return your comments to:

Charles H. Ellis III  
Environmental Impact Statement Coordinator  
Council on the Environment  
903 Ninth Street Office Building  
Richmond, Virginia 23219

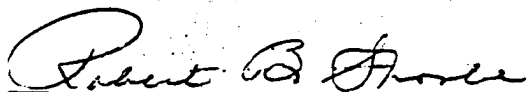
  
CHARLES H. ELLIS III

ENVIRONMENTAL IMPACT STATEMENT COORDINATOR

C O M M E N T S

The subject project has been reviewed by Monte Lewis, District Engineer. This is to advise that this Office does not concur with the proposal because the existing sewage pump station will not be able to handle the peak flow with the largest pump off line. The report states that the proposed maximum sewage flow to the pump station will be 938 gpm. The pump station consists of three (3) pumps which have a total capacity of over 1000 gpm, however, when Pump No. 3 (700 gpm capacity) is off line the pump station has a capacity of 540 gpm which is less than the proposed peak flow of 938 gpm.

(SIGNED)



(DATE)

12/3/81

(TITLE)

Assistant Commissioner

(AGENCY)

Health Dept

ALAIN C. OUTLAW  
COMMISSIONER OF ARCHAEOLOGY

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MR. FRED W. WALKER  
MR. ROY GRAHAM

# COMMONWEALTH of VIRGINIA

## Virginia Historic Landmarks Commission

### RESEARCH CENTER FOR ARCHAEOLOGY

Wren Kitchen  
The College of William and Mary  
Williamsburg, Virginia 23186  
TELEPHONE (804) 253-4836

December 2, 1981

#### MEMORANDUM

TO: Charles H. Ellis, III  
FROM: Alain C. Outlaw, Commissioner  
PROJECT: CIA Master Development Plan

LOCATION: Fairfax County

- ☐ An archaeological field survey will not be necessary for this project. If, however, archaeological resources are unexpectedly encountered during construction, the VRCA should be notified immediately.
- ☒ Due to the archaeological potential of this location, as well as the project impacts, a Phase I archaeological field survey is necessary. This survey should locate all archaeological resources which may be impacted by the project as it is presently planned. Please find enclosed a list of persons who have expressed an interest in doing contract archaeological work in Virginia. A copy of the resulting report should be forwarded to the VRCA for comment. All necessary archaeological work must be completed, reviewed and approved by this office prior to the commencement of any construction related activities.
- ☐ The VRCA has completed its review of the Phase I archaeological survey report on the above project. No further work will be necessary.

COMMENTS: Project location has high prehistoric and historic archaeological potential. Archaeological survey is needed for areas to be subjected to ground disturbances.

If you have any questions, please contact Ann Crossman at 804-253-4836





ALAIN C. OUTLAW  
COMMISSIONER OF ARCHAEOLOGY

FREDERICK H. COX, JR., CHAIRMAN  
NELLIE WHITE BUNDY, VICE-CHAIRMAN  
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FREDERICK D. NICHOLS  
MR. FRED W. WALKER  
MR. ROY GRAHAM

# COMMONWEALTH of VIRGINIA

## Virginia Historic Landmarks Commission

### RESEARCH CENTER FOR ARCHAEOLOGY

Wren Kitchen  
The College of William and Mary  
Williamsburg, Virginia 23186  
TELEPHONE: (804) 253-4836

The following institutions and individuals have expressed an interest in engaging in cultural resource surveys resulting from the requirements of federally funded or federally licensed projects in the State of Virginia.

It should be noted that this list does not presume to be all inclusive nor should it be considered an endorsement of any organization or individual.

When the archaeological survey is completed, the Virginia Research Center for Archaeology should review the resulting report in order to furnish necessary information to the State Historic Preservation Officer for his evaluation. The VRCA address is on the above letterhead.

7/15/81

Thunderbird Research Corporation  
Route 1, Box 432  
Front Royal, VA 22630

Iroquois Research Institute  
3251 Old Lee Highway  
Fairfax, VA 22030

Commonwealth Associates, Inc.  
209 East Washington Avenue  
Jackson, Michigan 49201

Soil Systems, Inc.  
525 Webb Industrial Drive  
Marietta, Georgia 30062

Washington and Lee University  
Department of Sociology and Anthropology  
c/o Dr. John McDaniel  
Lexington, VA 24450

Virginia Commonwealth University  
Department of Sociology and Anthropology  
820 West Franklin Street  
Richmond, VA 23220

University of Virginia  
c/o Dr. Stephen Plog  
Department of Anthropology, Brooks Hall  
Charlottesville, VA 22903

College of William and Mary  
Department of Anthropology  
Washington Hall  
c/o Dr. Norman Barka  
Williamsburg, VA 23186

James Madison University  
Department of Sociology, Anthropology,  
and Social Work  
c/o Dr. Clarence Geier  
Harrisonburg, VA 22801

Col. John Reeves  
Virginia Military Institute  
Lexington, VA 24450

Col. Howard A. MacCord

STAT

Old Dominion University  
Department of Sociology and  
Anthropology  
c/o Dr. E. King Reid  
723 Arts and Letters  
Norfolk, VA 23508

Emory and Henry College  
Department of Sociology and Anthropology,  
c/o Dr. Doug Boyce  
Emory, VA 23427

The following institutions and individuals have expressed an interest in engaging in cultural resource surveys resulting from the requirements of federally funded or federally licensed projects in the State of Virginia.

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When the archaeological survey is completed, the Virginia Research Center for Archaeology should review the resulting report in order to furnish necessary information to the State Historic Preservation Officer for his evaluation. The VRCA address is on the above letterhead.

7/15/81

Catholic University  
Department of Anthropology  
c/o Dr. William Gardner  
Washington, D.C. 20064

American University  
Department of Anthropology  
c/o Dr. Charles McNett  
Washington, D.C. 20007

Mr. Lyle E. Browning  
[redacted]

Atlantic Cultural Resource Associates  
Box 383  
Clinton, Maryland 20735

The Archaeological Society of Virginia  
562 Rossmore Road  
Richmond, VA 23225

The Karrell Institute  
Box 1616  
Arlington, VA 22210

Mr. Edward F. Heite  
[redacted]

Mr. Charles LeeDecker  
[redacted]

P/RA Research, Inc.  
1905 Hempstead Turnpike  
East Meadow, New York 11554

Mid-Atlantic Archaeological Research, Inc.  
Box 676  
Newark, Delaware 19711

WAPORA, INC.  
511 Old Lancaster Road  
Berwyn, Pennsylvania 19312

Mr. Peter Nebergall  
[redacted]

STAT

Virginia Archaeological Services  
c/o Mr. Robert R. Hunter  
[redacted]

STAT  
STAT

GEO-RECON International  
Box 55189  
Seattle, WA 98155

Office of Public Archaeology  
Center for Archaeological Studies  
Boston University  
232 Bay State Road  
Boston, MASS 02215

Ms. Helen Schenck and Mr. Michael  
Parrington  
[redacted]

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Bartlett and Associates  
Geological Consultants  
120 South Court Street  
Abingdon, VA 24210

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Cultural Heritage Research Services  
Box 67  
New Castle, Delaware 19720

New World Research  
Research Center and Business Offices  
102 Pine Street  
Box 410  
Pollock, LA 71467